

## **A HISTORY OF THE 22<sup>nd</sup> AERO SQUADRON ~ “SHOOTING STARS”**

By Arthur Raymond Brooks

As recounted in:

*CROSS & COCKADE JOURNAL*, Society of World War 1 Aero Historians

Vol. 4, No. 2 (Summer 1963), pp. 109-136.

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### **First Wing -- 2nd Pursuit Group -- W.W. 1 22ND AERO SQUADRON**

by Capt. Arthur Raymond Brooks

Presented by Charles Donald

#### **PRELIMINARY**

Special Order No. 34, HQ, Kelly Field, San Antonio, Texas, formed the 22nd Aero Squadron on June 16th, 1917. Major JOHN N. REYNOLDS was assigned to command the 150 men of the organization. For sometime, the men attended the school of the soldier until, augmented to a strength of 200, the squadron proceeded to Canada on August 9, 1917, under the command of Lieut. ARTHUR L. RICHMOND.

Training on CURTISS JN4 aeroplanes under the tutelage of the Royal Flying Corps at Toronto, detachments attended schools at Camp Borden, Deseronte, Armour Heights, Longbranch North Toronto, Engine Repair Park and Leaside, receiving preliminary training in maintenance and upkeep of good engine and rigging requirements.

On October 8, 1917, Lieut. GARLAND W. POWELL was assigned to command; also upon this date Lieuts. CLAPP, EGBERT and WOODIES were made Adjutant, Supply and Gunnery Officers, respectively. Under this administration the squadron left Toronto, October 19th, for Fort Worth, Texas, where the training of cadets, in further conjunction with the RFC, was undertaken. Capt. R.H.B. KERR, RFC, was attached as Liaison Officer; Captain FREDERICK LIBBEY (late of the RFC and with more than a dozen victories to his credit) was also assigned. Taliaferro Field No. 1 was, at this time, under construction. Notwithstanding the difficulties of building a smooth running flying squadron, the 22nd trained and passed 42 cadets on the CURTISS biplanes with a record of none killed, and leadership of the 17th, 27th, 28th, and 139th Squadrons in flying hours while at this field.

With the following complement of officers, the Squadron left Texas January 21st, 1918, for Garden City, Long Island, where it arrived at the Aviation Concentration and Supply Depot on January 25th:

GARLAND W. POWELL, 1st Lt., AS. USA, Commanding  
FREDERICK M. CLAPP, 1st Lt., AS. USA Adjutant  
LESTER D. EGBERT, 1st Lt., AS. USA Supply Officer  
RAYMOND C. BURKEY, 1st Lt., AS. USA Gunnery Officer  
THOMAS E. KEARNEY, 1ST Lt., AS. USA Flying Officer  
LOWELL E. WEAVER, 1st Lt. AS. USA Flying Officer  
CHARLES E. WHITEHOUSE, 1st Lt. AS. USA Flying Officer  
CLAYTON L. BISSELL, 1st Lt. AS. USA Flying Officer  
WALLACE A. COLEMAN, 1st Lt. AS. USA Flying Officer  
JOHN C. CURTIN, 1st Lt. AS. USA Flying Officer  
HERBERT E. ECKART, 1st Lt. AS. USA Flying Officer

CLAUDE S. GARRETT, 1st Lt. AS. USA Flying Officer  
GEORGE P. GLENN, 1st Lt. AS. USA Flying Officer  
JOHN J. GOSE, 1st Lt. AS. USA Flying Officer  
JULIUS E. GREGORY, 1st Lt. AS. USA Flying Officer  
ROWLAND C.W. BLOSSLOY, 1st Lt. AS. USA Flying Officer  
AUGUST L. GRIMME, 1st Lt. AS. USA Flying Officer  
GEORGE V. SEIBOLD, 1st Lt. AS. USA Flying Officer  
JARVIS J. OFFUTT, 1st Lt. AS. USA Flying Officer  
PAUL W. LOUDEN, 1st Lt. AS. USA Flying Officer  
EDWARD T COMEGYS, 1st Lt. AS. USA Flying Officer  
LAWRENCE ROBERTS, 1st Lt. AS. USA Flying Officer  
LYMAN E. CASE, 1st Lt. AS. USA Flying Officer  
ARTHUR J. LEWIS, 1st Lt. AS. USA Flying Officer  
BYRON M. BATTOY, 1st Lt. AS. USA Flying Officer  
DAVID O. BEEBE, 1st Lt. AS. USA Flying Officer  
WILLIAM D. FRAYNE, 1st Lt. AS. USA Flying Officer  
WILSON MARSHALL, JR., 1st Lt. AS. USA Flying Officer  
LAWRENCE T. WILEY, 1st Lt. AS. USA Flying Officer

After six days at Garden City, the officers and men were embarked on the S.S. "Adriatic" from Pier #60 on the New York Side. Going down the harbor the "Adriatic" was accompanied to the lower bay by a British warship whose band played national airs, while those on the "Adriatic" stood at attention. The first stop-over was made at Halifax Harbor, in order to pick up a convoy of 18 vessels. Several days were consumed here, with nothing more incidental than viewing the pre-mature war scenes in the ruins left by the destruction of a portion of the city through the explosion of a powder ship sometime previous.

The passage on the Atlantic was uneventful outside the daily boat drills and occasional sports. In the track meets, the 22nd took five out of six events, also winning the lightweight championship of the ship. No submarine was sighted, although one of the protecting cruisers left suddenly one day to pick up the survivors of a ship torpedoed off the Irish coast. Disembarkation was at Liverpool, England on February 16th, 1918, from whence the Squadron proceeded to the American Rest Camp at Romsey, where it "rested" for several days before crossing the Channel. The pilots were sent to various training schools in England, while the enlisted personnel under the Administrative Officers, went to Dunkerque.

#### ACTUALITY

No records are available at present to follow the course of the pilots. It is known, however, that the English schools offered an excellent continuation of training in the various branches of aerial gunnery, scout bombing and observation work. Lieut. WILSON MARSHALL, JR. was the victim of a sad accident during training; and later, fighting with the British RFC/RAF, several more were killed or listed missing, while their more fortunate brethren were cited as victorious in many patrols and raids.

Lieut. MARSHALL'S diary, or impression book, holds Romsey as the cause of the feeling of much discomfort due to "soggy blankets and a hard floor," later "the blankets dried out some and are not so full of 'cooties' [lice] as they used to be"....The men's "good-bye" to the flyers is effectively described. It was indeed a hardship to leave.

"Headquarters", "A", "B", and "C" Flights in the respective charge of Lieut. POWELL, CLAPP, EGBERT and BURKEY as commanders, went to Dunkerque, "The City of Dreadful Nights," via Folkstone and Boulogne, on March 2nd, 1918. Here another split was made in the following assignments to units of the Royal Naval Air Service, which

were engaged in day-bombing. "HQ", "A" and "B" Flights to No. 6 Squadron, and "C" Flight to No. 2 Squadron. Later transfers were "A" Flight to No. 4 Aviation Service Depot at Gaines for instruction and repair work; and "B" Flight to No. 3 Squadron, RNAS on the Somme, where one man was lost by capture.

The split squadron was thusly attached to British units in a time of great stress; that is, during the German drive of March 21st. The segments underwent much experience in Hun-bombing, sea-raids, and shelling by the famous "Ludendorff" gun. During the British retreat, during the anxious days, camps were hurriedly broken up and re-pitched through a succession of stops at Mons-en-Chausse, Champion, Bertangles and maison-ponthieu for "B" Flight. "C" Flight went to No. 49 Squadron, RFC, at Conterville and while with them Lieut. BURKEY was lost while acting as observer on a photographic mission over Albert.

Lieut. POWELL, with "HQ" Flight, was transferred to No. 211 Squadron of the Royal Air Force (RFC and RNAS combined) where he participated in frequent flights over enemy territory. Lieut. CLAPP served as Adjutant of the same unit, and with his subsequent transfer to the 17th Squadron, he was replaced by Lieut. HENRY McBANGS.

On June 24th, 1918, the flights were reassembled at Gaines and then went to the 3rd Aviation Instruction Center of the American Expeditionary Force at Issoudun where the Squadron remained until July 7th, when it entrained for the American Aviation Acceptance Park at Orly, just outside of Paris. At Orly the enlisted strength was reduced to 176 men who were detailed to work in the several departments in the Park.

The Squadron was here reorganized as a Pursuit Squadron, Lieut. POWELL was promoted and relieved of command; Lieut. KENNEDY being in command while the Squadron was en route to join the 139th, 13th, and 49th..., completing the 2nd Pursuit Group, 1st Pursuit Wing, First American Army, AEF, Capt. BRIDGMAN was assigned command.

#### TOUL AND VERDUN

For three days previous to the arrival of the officers and men at Toul, Captain BRIDGMAN, with Lieuts. SPERRY, McCORMICK and BROOKS, who had been transferred from the 139th Squadron as the flight commanders, ferried the new 220 Hispano SPAD XIII's from the Colombey Air Depot. Thus the Squadron was on the field with practically its complement of 25 planes and its personnel on August 16. It was the "baby" of the Group. The officers at this time included:

RAY CLAFLIN BRIDGMAN, Capt. AS. USA, Commanding  
GEORGE W. LINDSAY, 1/Lt. AS. USA, Adjutant  
LESTER D. EGBERT, 1/Lt. AS. USA, Supply Officer  
HENRY K.B. DAVIS, JR., 1/Lt. AS. USA, Engineering Officer  
PERCY R. PIERSON, 1/Lt. MC. USA, Medical Officer  
DELL B. HARDIN, 2/Lt. ORD. USA, Armament officer  
GEORGE B. GILLSON, 2/Lt. AS. USA, Operations officer  
VAUGHN R. McCORMICK, 2/Lt. AS. USA, Flt Cmdr "A" Flt  
JOHN A. SPERRY, 1/Lt. AS. USA, Flt Cmdr "B" Flt  
ARTHUR R. BROOKS, 2/Lt. AS. USA, Flt Cmdr "C" Flt  
CLINTON JONES, 2/Lt. AS. USA, Flying Officer  
NORMAN M. HULINGS, 1/Lt. AS. USA, Flying Officer  
FRANK B. TYNDALL, 1/Lt. AS. USA, Flying Officer  
HOWARD R. CLAPP, 1/Lt. AS. USA, Flying Officer  
BERNARD M. DOOLIN, 2/Lt. AS. USA, Flying Officer

PHILLIP E. HASSINGER, 1/Lt. AS. USA, Flying Officer  
PAUL J. RICHTER, 1/Lt. AS. USA, Flying Officer  
JOHN G. AGAR, JR., 1/Lt. AS. USA, Flying Officer  
CHARLES W. HALL, 1/Lt. AS. USA, Flying Officer  
JACQUES M. SWAAB, 1/Lt. AS. USA, Flying Officer  
MURRAY E. TUCKER, 1/Lt. AS. USA, Flying Officer  
REMINGTON deB. VERNAM, 1/Lt. AS. USA, Flying Officer  
JAMES D. BEANE, 1/Lt. AS. USA, Flying Officer  
ARTHUR C. KIMBER, 1/Lt. AS. USA, Flying Officer  
HENRY B. HUDSON, 1/Lt. AS. USA, Flying Officer  
WILLIAM V. LOVELL, 1/Lt. AS. USA, Flying Officer  
WATSON W. LaFORCE, 2/Lt. AS. USA, Flying Officer  
RAYMOND J. LITTLE, 2/Lt. AS. USA, Flying Officer

The transition from a DeHAVILLAND bombing squadron to pursuit work was not accomplished without overcoming many handicaps; yet the mechanics put the planes in order for duty over the lines, within five days after their arrival. This was despite the fact that no initial equipment was available and it was necessary to borrow supplies, tools and transportation to begin with. The new SPADS, with their H-S 220 engines gave much trouble in leaky tanks, broken water pumps, clogged water systems, fouled carburetors, shorting magnetos, broken gun gears and inaccurate rigging.

On August 21st, Lieut. SPERRY made the first patrol. The line of balloons was the limit of the approach to the enemy territory, owing to an order which had for its purpose the covering of our strength preparatory to the approaching St. Mihiel drive. The sector was therefore ideal for the training of new pilots, and such enemy aircraft as was spotted was not particularly aggressive. The route usually followed in those days was Commercy, Menil-la-Tour, Dieulouard, and Bey.

The new fledglings had much difficulty in concentrating attention outside the plane's intricacies and the excitement offered by the activity of the lines; which with guns needing wearing-in and motors everlastingly "konking-out" caused no little uneasiness during the early trials. As the time grew nearer for the guns to announce the straightening of the St. Mihiel salient, the patrolling grew more vigorous in an attempt to perfect formations. The storm broke with much to be desired in the way of smooth running, but the final outcome reflected much credit on the whole squadron, for emerging from the campaigns of September 12th and 26th, it led the older and more polished squadrons of the Group in victories over the enemy.

The first credit to the Squadron was occasioned by the fall, in flames, of a bi-place RUMPLER in the region of Armaucourt-Bey, September 2nd, Lieut. BROOKS while on a voluntary patrol, observed the enemy E.A. endeavoring to do a reconnaissance by edging into our territory in the wake of another SPAD patrol which was heading in the direction of Nancy. The combat was short and sharp. It was coincidental that Captain BRIDGMAN and Lieut. McCORMICK both observed the descending shaft of smoke from positions removed from the scene of combat.

The next victory was two days later and was dramatic in its setting. Lieutenant BROOKS, TYNDALL and JONES swooped down from 4200 meters upon a FOKKER which had fired one of our balloons -- too late to save the balloon, but not too late to ride the FOKKER'S tail, using machine gun fire to advantage. Within the next week combats were rather frequent. Capt. BRIDGMAN, Lieuts. HASSINGER, DOOLIN, TYNDALL, SPERRY and SWAAB coming into close quarters with German airmen. German "Archie" was more respected now, after inflicting material damage to a number of our planes.

On September 8th, Lieut. SWAAB had a unique experience which gave him a special thrill...all along the rear of the German lines from Metz to Switzerland. The trial evidently did not crush Lieut. SWAAB's sense of humor as evident from the following--

*"After our formation was broken up over Metz by the barrage of Archie, I found myself alone over German soil and above the clouds which were so thick that the earth was hidden. I knew that running into the sun would take me home, so for it I headed until my imagination pictured me above friends once more.*

*"I shot through the clouds and there before me was an airdrome and not a plane in sight. Prudence told me to go down slowly; then when 200 meters from the field, my eyes almost popped out of my head when I saw a FOKKER (the first for me) rising from the field at right angles to me.*

*"Just about the moment I said 'au revoir' to myself in my very best French (the last I expected to use for some time) and dove at the FOKKER opening both guns -- one of which jammed! But what a glorious sight I saw! Flames burst out all over the airplane, and I circled it and saw it crash in flames.*

*"Four million, seven hundred thousand machine guns chased me off the field, soon to be followed by the 'onions' and 'archies' which came damnably close when flying at a few hundred meters.*

*"Oh, friendly sun! Every time I managed to get a look at it through the clouds -- it had moved further away. Finally I managed to mount through the clouds; for a few miles I almost enjoyed myself. Shading my eyes against Old Sol, I saw a wing -- a very unfriendly wing, at which I fired.*

*"A FOKKER made a steep spiral and ended in a steep nose dive. The next instant I saw a group of about ten FOKKERS had enticed me into a game of 'ring-around-the-rosy', in which the object seemed to be for each one in turn to practice aerial gunnery on me!*

*"Fortune permitted me to get closer and closer to a cloud...when one chap, who worked for 'Buffalo Bill' shooting pennies off a blind man's head, mistook me for his old partner -- and missed -- gently touching my scalp with three bullets.*

*"The cloud had come closer to me and I headed for it when an unfortunate Boche got in the way of some American-made bullets and burst into flames. I made the cloud...vrilled [i.e., nosing a plane into a spin in order to evade an attacker] a billion meters, three times, passed away into semi-consciousness and next found myself pinned under my plane.*

*"French was being spoken! The people argued about my nationality, forgetting that my plane's occupant needed assistance until they were awakened by my saying, 'Lever ici'! I knew that phrase perfectly -- a year of seeing it on every machine had impressed it on my mind.*

*"They lifted the plane; I fell out, and crawled from under it. '-----! Hurry up with the ladder!'*

*"But why say more? Those first two words told me that I was among friends --- the ladder was to be used as a stretcher on which to carry me away for repairs....."*

For two days the patrol which missed Lieut. SWAAB gave him up for lost, but he came back within a fortnight and before the Armistice, placed himself among the stars with a credit of ten enemy planes.

Captain BRIDGMAN scored the first victory for the Americans seven hours after the guns opened up against the Huns entrenched along St. Mihiel. Mont-San Flirey, Pont-a-Mousson. The captain was scouting quite alone above the filmy low clouds at 800 meters. Through the slight rifts he glimpsed a HANNOVERANER biplane which, upon spotting the SPAD, immediately dove for Hun-land with BRIDGMAN following...shooting. Finis! One HANNOVERANER diving through [a] layer of mist to its crash [or "layers of mist to its crash."] Another combat nearly took place directly after this one, only the Boche got a head start while the Captain was interested in the battle below. Then to make it an interesting trip, a bullet from the ground (either American or German -- in those

days both sides fired indiscriminately) put the SPAD engine out of kilter, and forthwith the Captain was forced to land within what a few hours previously, was enemy territory.

The satisfaction of this combat was offset immeasurably by the loss of Lieutenant VAUGHN McCORMICK, who was killed in a crash upon returning to the airdrome from an early morning patrol. Being the first to leave the ranks of the 22nd, and being a man of such excellent character, companionable tendencies, and capability in his work, his death was a sad blow to all his mates. He was buried with honors at the plot near evacuation Hospital No. 1, where near him rest several of his comrades, among whom are Lieutenants HERMAN SCHULTZ and DAVID PUTNAM.

The next week, patrols of Allies and Germans became more concentrated, as the weather lifted somewhat from the tiresome murkiness of low clouds, gusty wind and rain to "real flying weather." On September 13th, the air was full of French, English and American planes, and the various layers of clouds did not prevent constant patrolling. Attached to several of our formations at this time were a number of 11th and 20th Squadron DH4 "LIBERTIES"; at high altitude these ships were good rear protection, but near the earth the SPADS ran away from them, so they were impractical for our work. Protection missions were also carried out; SALMSONS from the 1st, 12th and 91st Squadrons taking photographs and making reconnaissances while the SPADS kept the PFLAZ and FOKKERS at a distance.

The 14th of September was clear and ideal, with the push on the ground at its victorious height, and our work in the air maintaining supremacy over that of the Huns. Morning and afternoons patrols were carried out, and in the words of the weekly... "an enjoyable time was had by all." The first big mill of FOKKERS and SPADS of the 22nd (which later became common on the Verdun Front) took place over Mars-la-Tour, just after three o'clock in the afternoon.

We were to meet a photographic SALMSON coming out over Mars-la-Tour at 3:00 PM (or 15 hours, as the French report teaches time). Our usual orders were always to clear the sky of Germans in the area, for a depth of 9-to-11 kilometers in advance of our front lines. The Hun played safe and conservatively still further beyond this range. At the time we were "en haut", the Boche had a string formation in three groups extending along the line Metz-Fresnes. At three o'clock, our patrol was over the SALMSONS rendezvous going towards the center of the Boche. No SALMSON was in sight, but if it had been it is doubtful, about six SPADS left in formation, protecting it against three batches of FOKKERS numbering 5, 6, and 12 planes. Strangely enough, other Allied Chasse ships were scarce at this hour.

The patrol was "jumped" by the last collection of 12 enemy FOKKERS. All except two members appeared to be safe and dived to approximate safety. Lieut. KIMBER was engaged and his plane unreasonably shot to pieces, himself surviving by several minutes. Lieut. HASSINGER disappeared entirely from the flight at its beginning, and it is practically certain that a second boon comrade fought a glorious fight against large odds, for if he did remain above to continue the struggle, the number against him became overwhelming due to the approach of the middle group of enemy aircraft.

Lieut. BROOKS, riding as deputy in the first-left-position, went into the cross-fire of the swarm of Herr FOKKER'S brain children, descending from the upper right region. He then went through the most exciting 10 minutes of his life when he fought 8 or 10 of the red-nose crew; maintaining his 5000 meters accounting for several oppressors during the interim. With many bullets in his plane, right rudder control shot away, and one gun jammed by a bullet, he landed behind our lines and now has a tendency to date his life from September 14th.

Ten days later, Captain BRIDGMAN, with Lieuts. HUDSON and LITTLE, shot down a D. F. W. biplane during a stirring fight with two of the same planes. This victory was the first gained for the Group after its removal from Toul to Belrain on September 22nd; and so once more the honors went to the 22nd Aero Squadron for the first victory.

Removal to the Verdun drive took away much of the joy that came from inhabiting a reasonable dwelling place. At Toul, the quarters were comfortable and convenient, transportation was adequate for mind-saving trips to such palaces of the epicure as Nancy or Toul afforded, (when not interrupted by bombs dropped by unsympathetic Boche.) The main satisfaction of being an aviator, on account of the charm of living outside the muck of battle after the day's fighting, was taken away and the real conditions of warfare indulged in for the next month. Billets in Prie-la-Brulee, and Belrain were offered, supplemented by shacks on the field. Liaison was difficult to establish in many instances. At all events, with many trials in camp, much fighting in the air, and the tremendous drive of the Armies after the forcing of Montfaucon after September 26th, the Squadron, from the worried Operations Officer to the mechanics who worked all night with a searchlight, felt all that the war seemed to lack up to the time of Verdun.

On September 26th, Lieuts. HUDSON and DOOLIN were in a patrol of four of the Squadron ships which were set upon by 13 FOKKERS. After considerable maneuvering they reached our lines safely and brought down one of the enemy in the running fight. On the same patrol, Lieut. BEANE became separated from the others and shot down a FOKKER which had just shot down another SPAD. Although in turn attacked by two more of the enemy, Lieut. BEANE succeeded in eluding the offenders.

Two days later, on the 28th, a "glorious dog-fight" took place over Montfaucon in which six clean-cut victories for our patrol, and none for the Huns, was the result. Three biplanes and about a dozen Chasse planes were sighted in excellent position below our group of seven, which stage-setting immediately occasioned 13 combats. Lieut. TYNDALL dived on the last of the retreating biplanes, following the plane and helping it on with enough rounds to cause it to crash. Lieut. JONES crashed one of the protecting (?) [sic] FOKKERS and was immediately engaged with the result that another followed the first, Lieut. HUDSON attacked two of the enemy and poured bursts into one of the FOKKERS from such sort-range that "...he went into a straight nose-dive. Captain BRIDGMAN had three rapid sessions, claiming at least one of the FOKKERS; Lieut. BEANE went directly at a group of three, causing still another "vertical nose-dive" finish.

During the next four days, rain and hail storms were combated, propellers broken and chipped with soggy mud, bomb-dropping and road-strafting that the Squadron had been engaged in. With the German strategic retreating point in the region of Stenay, the Boche in the air grew more concentrated and gradually the Allied planes were admittedly not superior to the foe. SPAD patrols were numerous, but not enough liaison existed between them for best efforts, whereas the Boche were evidently practiced in very pretty trick formations of three, six, seven and as many as seventeen planes. Circles, rocket groups which split in all directions, baiting tactics, and cloud hiding were all exhibited.

On October 4th, Lieut. SPERRY jumped into a dog fight between other SPADS and FOKKERS, getting one E.A. and afterwards thanking an unknown friend for chasing away two others from his tail.

The following day a patrol led by Captain BRIDGMAN swept several biplanes from the lines near Remagne, and after the patrol had dwindled to five, 15 of the enemy pursuit planes came out of the mist and sun, firing many rounds at the SPAD formation and causing Lieut. HUDSON to be reported "missing." Out-numbered three-to-one, the

remaining four did well enough to escape, inflicting such damage as possible on the enemy during the escape.

Four days later, with the sky full of Hun machines and "Archie", a patrol led by Lieut. BROOKS encountered, and accounted for, a D. F. W. After Lieut. JONES had satisfied himself of the destruction of this biplane, he went a bit further into Hun-land and sent a second precipitately into the ground. The next day was a continuation of the busy work with Lieut. VERNAM burning two balloons which were tethered at a low height, and Lieuts. BEANE and CRISSEY shooting down another FOKKER.

Other combats were reported; indeed the number of combats and narrow escapes became a jesting topic of conversation in the mess. Shooting Boche became commonplace, but not without cost, of course for more old comrades disappeared and new replacements were made as time went on. Lieut. SPERRY left a patrol near Verdun and some weeks later was reported a prisoner. Lieuts. GIBSON, CLAPP, VERNAM and BEANE were reportedly missing before the Armistice was put into force. Lieuts. AGAR and BIGGS were killed in airdrome crashes. Lieut. TIFFANY was captured, later returning, as did Lieut. SPERRY, to tell of varied experiences as a German prisoner.

Replacement and attachment through October-mid November, include the following:

R. L. WALSH (attached) Major Inf., USA Flying Officer  
GERVAYS GRYLLS, 1/Lt. AS. USA, Flying Officer  
JAMES B. BIGGS, 1/Lt. AS. USA, Flying Officer  
JOHN C. CRISSEY, 2/Lt. AS. USA, Flying Officer  
EDWARD B. GIBSON, 2/Lt. AS. USA, Flying Officer  
ERIC L. HODGE, 1/Lt. AS. USA, Flying Officer  
HARMON C. RORISON, 1/Lt. AS. USA, Flying Officer  
CLEMENS J. RANDAU, 1/Lt. AS. USA, Flying Officer  
GEORGE TIFFANY, 2/Lt. AS. USA, Flying Officer

Transfers were made also for instructional and propaganda purposes, finally resulting in near a complete turnover of all the official personnel.

Returning to a period before the German moral completely broke, the next chronological victories after October 10th came on the 18th, when three German planes were destroyed. Lieut. JONES shot down a fast L. V. G. which a patrol was herding homeward toward the Meuse; Lieut. VERNAM separated from the same patrol and played hide-and-seek with several E.A.'s in formation until he finally shot an observer, wounded a pilot and crashed a plane; and Lieut. GRYLLS pursued 5 D. F. W.'s and dropped the last of the retreating flock.

Regarding the L. V. G. which seven SPADS shooed down the river Meuse (from Verdun towards St. Mihiel), Lieut. JONES' diary account states:

*"Seeing the odds against the plane, I endeavored to play the Good Samaritan and went up and signaled for the 'baby' to land. My effort in this direction was not appreciated, for he turned his gun on me and tried to demonstrate his ability as a marksman.*

*"This so enraged me that I was forced to set his plane on fire, but not before shooting the pilot in the eye, and also making sundry holes in his gas tank. In the meantime, a fire having started in my plane, I was forced to land, which landing took place in some wire entanglement....."*

([Cross and Cockade] EDITOR'S NOTE: -- During the confusion that ensued after setting fire to the enemy plane the observer jumped).



Lieut. SWAAB, on the 23rd, was attracted from a patrol by the burning of an Allied balloon. He caught the FOKKER which had burned the balloon, sent it down in flames; then attacked and destroyed a RUMPLER biplane while endeavoring to locate his patrol.

Lieut. JONES and SWAAB shot down a FOKKER on the 27th, and their feat being well done, Lieut. SWAAB dove on a D. F. W. during the course of the same patrol, causing the biplane to follow its monoplane brother. On the 29th another "beautiful dog-fight" took place when Lieut. BEANE led a patrol down among eight of the foe who were patrolling at an altitude of 1500 meters, evidently setting out to burn balloons, or to strafe troops. Lieut. BEANE went down on one FOKKER, closely followed by Lieut. SWAAB and the FOKKER was disposed of. Lieut. BEANE crashed yet another. Lieut. TYNDALL engaged in at least five separate combats scoring at least one decided hit.

Lieut. CRISSEY got one plane and in doing so, choked his motor; letting himself down with four other FOKKERS down below...before the power caught again. Thereupon the FOKKERS formed a circle around Lieut. CRISSEY (who edged towards home), diving and side-slipping to dodge the bullets...finally escaping to a safe landing on a French airdrome.

Lieut. TYNDALL alternated with Lieut. VERNAM in shooting down a D. F. W. in flames, near Couflens, around noon of the same day. TYNDALL was also in a FOKKER mixup a few hours later and had five separate combats, firing 575 rounds and "...being shot at a good deal by them"...He considers this flight his most exciting experience; he nearly ran into an enemy plane and had one Boche shot from his tail. It was Lieutenant LITTLE who stopped the Hun's design on TYNDALL. This took place after LITTLE had already shot down one FOKKER out of control.

The next day a special escorting mission BREGUET bombers took place, and it was during this patrol to Buzansy that Lieuts. BEANE and VERNAM were lost. The mission accomplished, the patrol of six SPADS attacked eight FOKKERS and a hot fight ensued. The Germans were good performers and not to be separated. One SPAD was seen to crash after being fired upon by five FOKKERS.

Lieut. JONES became separated from the patrol and joined another which was bent upon the destruction of four FOKKERS. One of the four lagged and JONES did his in very neatly; but in doing so inadvertently allowed another FOKKER into position on him...and a 10,000 foot dive, "reved down to 2500" couldn't shake off the persistent FOKKER. JONES returned home, however, with 27 bullet holes in his plane. Twenty-four hours later, Lieut. SWAAB chased an L. V. G. across our entire front and persevered to the extent of causing the L. V. G. to explode in the air, just east of Verdun. This made Lieut. SWAAB the leading man in the Group, with ten official victories.

The last meeting with the notorious red-nose and checker-board FOKKERS was on November 3rd, when a bombing-strafting mission accomplished, a patrol of SPAD "Shooting Stars" was attacked by greatly superior numbers. In the dog-fight which ensued, at least three enemy aircraft were destroyed and Lieuts. GIBSON, CLAPP and TIFFANY were listed as missing. GIBSON'S grave was later found, while TIFFANY was heard from as prisoner.

Lieut. RORISON was credited with the destruction of three FOKKERS on November 3rd. His combat report is a fitting example of the pursuit pilot's work---

*"Patrol of seven left aerodrome at Belrain at 15:20. Our patrol (now 6) was attacked by from 15-to-20 FOKKERS just as we dropped our bombs over Yonoq, I was a little out of formation at the time, due to trouble in releasing my second bomb, so [I] dropped on a*

*FOKKER who didn't see me, and filled his cockpit full of bullets...sending him down with the SPAD.*

*"I pulled up, found myself alone with the remaining FOKKERS all around me. My nourrice had been hit by several bullets during the first part of the combat and also my wing. So I turned on the nourrice to use up the gasoline as it was flying in my face and on the exhaust pipes and I was afraid of fire.*

*"When I found myself the only SPAD in the midst of the remaining FOKKERS, I felt two tracers go by my face and heard the explosives going off, I saw one FOKKER right on my tail, leading my plane from above and another shooting upward, from just below. There was a FOKKER hanging on propeller, just in front of my guns. I pulled into a stall and gave him about 50 rounds and saw him go off on his wing.*

*"Then an explosive bullet hit my right machine gun just at the back, and my ears were blinded, and I thought that I had been hit in the head. The next thing I remember, I was about 300 meters high and headed north. I pulled around and headed for our lines, machine guns firing at me from the ground. There was another formation of FOKKERS to my left, so I crossed the lines very low and landed at Vadolaincourt. I received about 47 bullet holes all around cockpit, guns; two through my bomb (which did not release), nourrice, wheels, etc".....*

That was the kind of work done by the 22nd Aero Squadron, although it was not always so concentrated, to be sure. Within the next week (before November 11th) the weather was very poor. The last patrol, led by Captain BRIDGMAN, went over and bombed Stenay on November 6th.

After November 11th the weather cleared up, strangely enough, and the tripe made over the old hunting grounds without meeting black crosses were proof enough that the war was "Finis." The lack of transportation and replacements of the old worn out SPADS, during the following month, caused a doubtful period.

Changes were varied and frequent. From a clear sky the order came through for Captain BRIDGMAN to leave for the States, and shortly afterward many of the old pilots were gradually relieved and replaced by new men arriving from Issodun training camp. Nothing seemed to be done other than wait for the Squadron to move towards home. Lieut. BROOKS assumed command after Capt. BRIDGMAN'S departure. Lieut. TIFFANY appeared back after an enforced stay in Germany, with an interesting tale of his stay.

The record of the Squadron from August 6-November 11 is quite remarkable. In spite of a late start, the "Shooting Stars" accounted for 43 official victories, against 34 of its nearest rival, the 139th "Mercurios." Casualties were 12; including 4 known killed, two prisoners and six "missing in action." During 72 days of flying operations the Squadron conducted 956 "Sorties", 82 "Combats", 1282 hours/16 minutes total flying, and 1196 hours/4 minutes total time over the lines....toward a goal of 43 (and possibly 46) Official victories.

Several DISTINGUISHED SERVICE CROSSES were awarded and recommendations were made for the CONGRESSIONAL MEDAL OF HONOR.

The whole Squadron worked with a zeal which was undaunted by whatever adversity arose. The Armament work, Operations, Engineering, Supply and Administration were conducted efficiently and for the common purpose. The mechanics were already eager to work overtime to have planes ready, and the faith the pilots had in their mechanics was evident in the confidence with which flights were undertaken. And the pilots were "on the job" at all times to bring the 22nd Aero Squadron to its position of leadership of the 2nd Pursuit Group.

(Signed)

ARTHUR RAYMOND BROOKS  
1st Lieut., Air Service, U.S.A.

December the first, 1918  
Souilly, France

===== EPILOGUE =====

The expected orders for demobilization came positively in April of this year when directions were received that after proceeding to the First Air Depot at Colombey-les-Belles to drop supplies, the next step would be the base port and then... "Bon Voyage!" The Squadron remained at Souilly until February 2nd, 1919, when it moved to Grand (in the Vosges). It made the nucleus upon which was formed a new 2nd Pursuit Group composed of the 185th, 213th, and 28th Squadrons, with Lieut.-Colonel JOHNSON still commanding. A new camp was constructed at Grand and work went on normally. To all intent and purposes the fighting unit was still intact.

The officer personnel changed further; school, flying and fatigue were regularly scheduled; leaves were granted as far as possible; a number of minor incidents varied the programme -- such as the First Army Horse and Motor Show at Bar-sur-Aube, on March 5th, 1919 (where the 22nd gained a share of the prizes) and inspections were frequent as the breaking-off seemed more imminent; the last being the visit of the Commander of the First Army, Lieutenant-General LIGGETT on April 16th.

The standing record of the victories were enhanced by the addition of two additional confirmations for Lieuts. SPERRY and VERNAM -- making the creditable final of 46 official conquests in 62 days of the St. Mihiel and Meuse-Argonne offensives. It was then learned that Lieut. VERNAM died on December 1st, 1918. His last epic combat was related to a Red Cross representative to the effect that after burning another Boche balloon he was shot down and mortally wounded while returning to Allied territory. His chum and companion, Lieut. BEANE, was killed in this sad issue under circumstances not yet come to light. The latter's grave was located, however. Although much effort was expended to learn their fate, no word was received up to mid-April as to the meaning of "missing" in the cases of Lieut[s]. CLAPP and HASSINGER; "killed in action" is the dismayingly accepted final chapter. Their glory, and that of their eight comrades, rests in their deeds for the world to note with acclaim.

(Signed)

ARTHUR RAYMOND BROOKS  
Captain, Air Service, U.S.A.

GRAND (VOSGES)  
April 15th, 1919

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22nd AERO SQUADRON  
ROSTER OF OFFICERS  
(ASSIGNED BEFORE THE ARMISTICE)

Capt. RAY CLAFLIN BRIDGMAN, AS., Commanding Officer (now Major)  
Assgd [Assigned] Aug 15/18 -- Relieved Nov 27/18 --- 3 Official Victories

1st Lieut. LESTER D. EGBERT, AS., Supply Officer  
Assgd Oct 17/17 -- Reassgd Jan 2/18.

1st Lieut. PERCY PIERSON, MC., Medical Officer  
Assgd Aug/1918.

2nd Lieut. DELL B. HARDIN, OD., Aramament Officer  
Assgd Aug 2/18.

1st Lieut. GEORGE LINDSAY, AS., Adjutant  
Assgd Aug 12/18.

2nd Lieut. GEORGE B. GILLSON, AS., Operations Officer  
Assgd Aug 12/18.

2nd Lieut. CHARLES W. RICHARDS, AS., Pilot  
Assgd Aug 14/18 -- Relieved and ordered to report to 8th Aero Sq Aug 17/18.

1st Lieut. ARTHUR R. BROOKS, AS., Pilot (Now captain)  
Assgd Aug 16/18 as 2nd Lieut. -- 1st Lieut. on Nov 6/18 --  
Assgd to command Nov 27/18 -- 139th Aero Sq. and then as Commanding  
Officer  
22nd Aero Squadron 6 Official Victories -- Now with US Air Service.

1st Lieut. JOHN A. SPERRY, AS., Pilot  
Assgd Aug 16/18 -- missing in action Oct 4/18 -- reported HQ AEF  
Dec 8/18 from captivity -- 4 Official Victories.

+2nd Lieut. VAUGHN McCORMICK, AS., Pilot  
Assgd Aug 16/18 -- Flight Commander -- killed in crash Sept 12/18.

2nd Lieut. BERNARD M. DOOLIN, AS., Pilot  
Assgd Aug 18/18 -- relieved from duty with Sq and assgd to US Nov 2/18  
1 Official Victory.

2nd Lieut. RAYMOND J. LITTLE, AS., Pilot  
Assgd Aug 19/18 -- Flight Commander -- 3 Official Victories.

+1st Lieut. HENRY B. HUDSON, AS., Pilot  
Assgd Aug 20/18 -- missing in action Oct 5/18 -- 3 Official Victories.

1st Lieut. PAUL J. RICHTER, AS., Pilot  
Assgd Aug 20/18 -- relieved from duty and ordered to report to  
1st Air Depot Oct 7/18 -- now with US Air Service.

1st Lieut. MURRAY E. TUCKER, AS., Pilot  
 Assgd Aug 20/18 -- relieved from duty and ordered to report to HQ  
 4th French Army Nov 10/18.

1st Lieut. FRANK B. TYNDALL, AS., Pilot  
 Assgd Aug 20/18 -- Flight Commander -- 4 Official Victories  
 -- Now with US Air Service

2nd Lieut. WATSON W. LaFORCE, AS., Pilot  
 Assgd Aug 20/18 -- 1 Official Victory

+1st Lieut. JOHN G. AGAR, AS., Pilot  
 Assgd Aug 27/18 -- died Oct 21/18 from injuries in crash Oct 20/18.

+1st Lieut. JAMES D. BEANE, AS., Pilot  
 Assgd Aug 27/18 -- missing Oct 30/18 -- 6 Official Victories.

+1st Lieut. C. A. BRODIE, AS., Pilot  
 Assgd Aug 27/18 -- trfd to 13th Aero Sq Aug 31/18 -- killed in action.

+1st Lieut. HOWARD R. CLAPP, AS., Pilot  
 Assgd Aug 27/18 -- missing in action Nov 3/18.

1st Lieut. HENRY K. B. DAVIS, AS., Engineering Officer  
 Assgd Aug 27/18.

1st Lieut. CHARLES W. HALL, JR., AS., Pilot  
 Assgd Aug 27/18.

+1st Lieut. PHILIP E. HASSINGER, AS., Pilot  
 Assgd Aug 27/18 -- missing in action Sept 14/18 -- 2 Official Victories.

1st Lieut. NORMAN M. HULINGS, AS., Pilot  
 Assgd Aug 27/18.

+1st Lieut. ARTHUR C. KIMBER, AS., Pilot  
 Assgd Aug 27/18 -- killed in action Sept 26/18.  
 [See article on Kimber immediately following these rosters.]

1st Lieut. JACQUES M. SWAAB, AS., Pilot (now Captain)  
 Assgd Aug 27/18 -- Flight Commander -- wounded in action Sept 8/18  
 10 Official Victories.

+1st Lieut. REMINGTON DeB. VERNAM, AS., Pilot  
 Assgd Aug 27/18 -- missing in action Oct 20/18 -- 5 Official Victories.

2nd Lieut. CLINTON JONES, AS., Pilot  
 Assgd Aug 27/18 -- 8 Official Victories.

1st Lieut. WILLIAM V. LOVELL, AS., Pilot  
 Assgd Aug. 31/18

2nd Lieut. JOHN C. CRISSEY, AS., Pilot  
 Assgd Sept 15/18 -- 2 Official Victories.

Major R.[Robert] L. Walsh, Infantry, Pilot  
Attached Sept 17/18 -- US Air Service.

+2nd Lieut. EDWARD B. GIBSON, JR., AS., Pilot  
Assgd Sept 20/18 -- missing in action Nov 3/18.

+1st Lieut. JAMES B. BIGGS, AS., Pilot  
Assgd Sept 29/18 -- killed in crash Oct 27/18.

1st Lieut. GERVEYS GRYLLS, AS., Pilot  
Assgd Sept 29/18 -- 1 Official Victory.

1st Lieut. HARMON C. RORISON, AS., Pilot  
Assgd Oct 8/18 -- now with Polish Flying Corps in Warsaw, Poland --  
3 Official Victories.

2nd Lieut. GEORGE TIFFANY, AS., Pilot  
Assgd Oct 15/18 -- missing in action from Nov 3/18 -- reported to HQ, AEF  
Nov 10/18 from captivity.

1st Lieut. ERIC L. HODGE, AS., Pilot  
Assgd Oct 28/18.

1st Lieut. CLEMENS J. RANDAU, AS., Pilot  
Assgd Oct 28/18.

2nd Lieut. WALTER E. GARDNER, AS., Pilot  
Assgd Nov 2/18.

1st Lieut. JAMES D. MILLER, AS., Pilot  
Assgd Nov 9/18 -- Relieved from duty and assgd to 3rd A.I.C. Nov 30/18.

2nd Lieut. WILLIAM C. CUPPLES, AS., Pilot  
Assgd Nov 9/18 -- Relieved from duty and assgd to 3rd A.I.C. Nov 30/18.

2nd Lieut. ROBERT E. LEE MURPHY, AS., Pilot  
Assgd Nov 9/18 -- Relieved from duty and assgd to 3rd A.I.C. Nov 30/18.

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22nd AERO SQUADRON  
ROSTER OF OFFICERS  
(ASSIGNED AFTER THE ARMISTICE)

2nd Lieut. FRANK B. MAUPIN, AS., Pilot  
Assgd Nov 12/18 -- relieved from duty and assgd 3rd A.I.C. Nov 30/18.

1st Lieut. HARRY P. GIBSON, AS., Pilot  
Assgd Nov 26/18.

2nd Lieut. MAURICE F. O'BRIEN, AS., Pilot  
Assgd Nov 26/18.

2nd Lieut. HENRY B. THOMPSON, AS., Pilot  
Assgd Nov 26/18.

2nd Lieut. GEORGE F. FERGUSON, AS., Pilot  
Assgd Nov 29/18.

1st Lieut. FRANCIS McDONALD, AS., Pilot  
Assgd Nov 30/18.

1st Lieut. JOHN F. MULLIN, AS., Pilot  
2nd Lieut. CHARLES W. BAKER, AS., Pilot  
2nd Lieut. DANA X. BIBLE, AS., Pilot  
2nd Lieut. LOUIS E. BOUTWELL, AS., Pilot  
2nd Lieut. AUBREY E. CARTER, AS., Pilot  
2nd Lieut. HENRY J. IMRIE, AS., Pilot  
2nd Lieut. OLIVER E. JELKS, AS., Pilot  
2nd Lieut. CURTIS E. PRESLEY, AS., Pilot  
Transferred from 13th Pursuit Squadron, December 1918.  
+2nd Lieut. HERBERT M. TISHBORNE, AS., Pilot  
Killed in service in the United States, December 1918.  
2nd Lieut. EDWIN T. TODD, AS., Pilot

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### **THE DEATH OF ARTHUR C. KIMBER 22nd AERO SQUADRON**

Presented by CHARLES DONALD

*The following is a letter from ARTHUR C. KIMBER, written eleven days before his death on September 26, 1918. He was the fifth casualty, and the third death of the 22nd Aero Squadron at this time. His disappearance was believed to be the result of direct hits from shells of an American artillery barrage. His letter reads as follows:*

“September 15, 1918

“It has always been my policy to be perfectly frank with you and tell you everything. If anything should happen to me, you would be glad to know of all my experiences. This is war, and war in itself is dangerous; everybody knows that. Yesterday I had the most thrilling experience in my life. Now I am going to tell you all about it, but don't allow yourselves to worry; it will do no good. We chasse pilots run many risks daily and they are all in the game.

“On the anniversary of my enlisting in the US Aviation (September 14, 1917) I had the biggest fight of my life. I joined up in Paris. Little did I dream then what a chasse pilot goes through; now I know -- I don't wilt under gunfire nor do I lose my head even in an unequal fight with bullets shrieking and whistling all around me, hitting my plane, ‘Nick’, and just missing my head. That is one satisfaction.

“Yesterday afternoon eight of us started on a patrol with the Captain leading. Our Mission was to create a safe one for our observation planes five kilometers ahead of our advancing forces, and to do this we had to fly 8-to-9 kilometers north of our most advanced lines. Because of my having had a little more experience than some of the boys, I was placed on the left and to bring up the tail and cover the others. Rear man has the worst position in case the patrol is attacked, for he is the first victim picked on...and in case his patrol attacks, he gets little glory, for it is the leading men who shoot at the enemy.

“So when the nine FOKKERS attacked us, LITTLE and I were the first victims. About four of the red-nosed, blue-bodied machines jumped on me. They had height and were in the sun and all I could do was wriggle. At that moment I looked down below and saw that five or six other FOKKERS had come up and were attacking the rest of the patrol. In a dog-fight like that, it soon develops into every man for himself...and the devil take the hindmost. Well...I was the hindmost! But at the same time I didn't like the idea of being easy meat for devil Huns. We were about 5200 meters high and about 10 kilometers in the Boche lines.

“I watched my tail like a cat and saw the enemy come in. One especially attracted my attention and he was only 75 meters off. He moved prettily, and I moved like mad to get out of his sights. But he wasn't my only worry, for there were three or four picking on me alone! No sooner would I avoid one than another would be firing on me Rat-a-tat-tat-tat! What a sound! And then a streak of pale, sickly, white-bluish smoke would whish over my head as the bullets flew by! ‘Nick’ was absolutely riddled; I didn't have a chance to fire a shot. I had to look in back of me all the time...and with me, I don't like to fire unless my beads are on another man's head. There is no use in firing bullets wildly if they are not going to hit something. This is not a Fourth of July celebration just for noise, sparks and smoke, and yet through it all I never thought so quickly or so clearly in my life. My head was just as cool as could be. It was a game to outwit the Huns...and then get away!

“With motor racing full speed, I swung into a fast, steep right-hand spiral dive, going down almost vertically, and yet turning enough to keep the other fellow's sights off me. Really...to tell the truth, I've never seen such a pretty sight as those tracers and incendiary bullets flying past and leaving their trail of smoke...but that smoke smells awful! The rat-a-tat-tat-tat is bad, but the whistle and crack as the bullets hit home in your machine...ripping the fabric and breaking the woodwork is awful!

“For 1200 meters those streaks and bullets kept flying past me; then the Boche seemed to pull out of the following dive, evidently convinced that they had sent a SPAD down out of control. I let ‘Nick’ dive vertically for another 800 meters...just for good luck...and then gently pulled him towards our lines. Looking up and back, I saw the Huns circling around like hawks over their prey. In the air was considerable wreckage, evidently a plane had exploded. As I crossed the lines the Boche kept archie-ing me with their black archies, but I couldn't help laughing -- their shots went so wild! My altitude then was about 3000 meters. That 2200 meters was the fastest I ever dropped.

“Giving ‘Nick’ the once-over I decided it was best to make for our aerodrome and land. My landing was terrible and bouncy...because, among other things, the Boche had shot off my left tire. As I taxied up to the hangers a great crowd of pilots and mechanics gathered around my plane...and, of course, they had to have the story and congratulate me upon getting away. ‘Nick’ and I were certainly lucky; there's no question about that!

“My machine was so badly shot up that I'll probably have to have a new one. The motor was untouched, so I'm going to ask the Captain if I can't have that in my new plane. There were nearly 70 holes in my machine, mostly in the fuselage and body. The three vital parts: my engine, gas tank, and I --- were untouched; although bullets smashed some struts and wires not three inches from me. The rudder control wires were nearly cut in two, ditto one aileron control and the left flying cables. The tail was nearly shot off, the rudder was perforated, and the left lower wing was a wreck with the longerons nearly cut away. Three struts in the fuselage were smashed and many wires were severed. The propeller had two holes in it.



“Well....it will be my turn next time, and I certainly do hope to have better luck with the Hun than he had with me. Gee -- but I wanted to go right up again after a Boche! But this is no game for the single hunter, and the man who flies alone in an offensive is a fool --- the Hun flies in formations of fifteen to twenty planes. No...my chance will come and I hope that it won't be in a dog-fight, but rather in a duel! I went up in another fellow's machine this morning, but it developed motor trouble, so I had to land. But I've got all my nerve and I've smelt powder...and I'm a wiser more experienced pilot!

“God was merciful to me. I hope that I can prove myself worthy of His mercy in this war and in later life. Well....I must quit. Good-bye, good luck and lots of it, and much love. God bless you all.”

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*(NOTE: I am quoting below a report on the late Lieutenant ARTHUR C. KIMBER, by the commanding officer of the squadron, in which he met his death in the line of duty....C. DONALD)*

“ARTHUR C. KIMBER, of the 22nd Aero Squadron, who was killed in action on September 26th, 1918, stands out markedly as one of the bravest American aviators that fought in this war. Even before he came to join the 2nd Pursuit Group at Toul in August, he had an enviable record among Americans serving in France with the Ambulance Corps, and while attached to a French Escadrille before joining an American Squadron unit. With the 22nd Aero Squadron he was quietly eager and aggressive, disregarding personal advantage; most willing to do anything that pertained to his line of duty....

“On September 14th he was a member of a patrol of six which was pounced upon by a score of FOKKERS. From the fierce struggle following, Lieut. HASSINGER failed to return, and Lieuts. BROOKS and KIMBER were in desperate straits, almost shot down while both were well shot up. Although by good rights the plane might well have been replaced, it had too much a grip on ARTHUR KIMBER'S affections, for he went immediately to work to replace the damage by the Hun bullets, and continued to fly the same Number 12 ('NICK No. III'; insignia, 'The Shooting Star').

“On the 26th of September he set out on a patrol with his Squadron. The pursuit planes were equipped with light bombs. The mission was to strafe roads between Grandpre and Dun-sur-Meuse. One group, led by Captain BRIDGMAN, went down to 200 meters near St. Juvin, and scattered a collection of Boche. Another group of three, led by Lieut. KIMBER, went to the region of Romagne. Lieut. KIMBER dived toward the railroad station. His machine suddenly blew to bits. It is, of course, unknown whether the shells of artillery from the other side, or a bullet from the ground (into the bombs) caused the tragedy....

“He was a remarkable pilot; a strong adherent to the requirements of his duty; and outstanding type of American Air Service Officer.

For the C. A. S.  
E. C. WHITEHEAD  
Colonel, A.S., Chief of Staff”

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## **THE Warbirds Who Were Lost 22nd Aero Squadron**

Presented By  
CHARLES DONALD

Their comrades of the 22nd Pursuit Squadron, Air Service, American Expeditionary Forces --- what emotions these names evoke! The American Expeditionary Force, that triumphant power which hurried across the threatening ocean to strike the final blow --- the 22nd Aero Squadron was part of it, as its records will show!

The Squadron was formed June 16, 1917 at Kelly Field in Texas with Major JOHN N. REYNOLDS in command. On August 8th it proceeded to Canada, under the command of Lieut. ARTHUR L. RICHMOND, and trained there under the Royal Flying Corps at Toronto. On October 8th it was returned to Fort Worth, Texas, under the command of GARDNER W. POWELL, and there obtained leadership in flying hours in the field (over the 17th, 28th, and 139th Squadrons) at Taliaferro Field Number One. On January 21st, 1918, it left Texas for Garden City, Long Island.....leaving on the 27th for overseas arriving at Liverpool, England on February 16th, at which time it was ordered to the American rest Camp at Romsey.

On March 2nd, "A", and "B", and "C" Flights went to Dunkerque and were assigned to units of the Royal Naval Air Service. Soon afterwards, "A" Flight was sent to No. 4 Flying Service Depot at Gaines for instruction and repair work. On June 24th, the 22nd Squadron was sent to the 3rd A. I. C. (Aviation Instruction Center) at Issoudun, and was ordered to the A. A. A. P. (American Aviation Acceptance Park) at Orly, where it reported on July 7th, 1918. Here it was reorganized as a pursuit squadron and joined with the 139th, 13th and 49th Squadrons in forming the Second Pursuit Group, First Wing, First American Army, AEF., with Captain BRIDGMAN assigned Squadron Command.

With a complement of 25 SPAD XIII's (powered with the 220 Hispano-Suiza engines), and officer personnel of 28, it formed at Toul on August 26th. This sector was ideal for training, and the first patrol made by the Squadron was on August 21st and was led by Lieut. SPERRY. On September 2nd, Lieut. BROOKS brought down, in flames, the first Hun plane in the region of Arnacourt-Bey. The net victory was two days later when Lieuts. JONES, BROOKS and TYNDALL brought down a FOKKER after it set fire to one of our own balloons. All this was in preparation for the upcoming St. Mihiel drive, Sept. 12-26. During these operations it led other squadrons of the group in victories over the enemy. As the St. Mihiel operations proceeded, the Squadron moved from Toul to Belrain. First honors for the first victory (September 22nd) went to Capt. BRIDGMAN along with Lieuts. HUDSON and LITTLE. The Squadron followed the line of advance to the Meuse-Argonne region, and on November 8th it found itself based at Souilly.

November 3rd marked the last Squadron encounter with the famed and notorious red-nosed, checker-board FOKKER D.VII's, when six SPADS of the 22nd were attacked by a greatly superior number of Huns and three of them paid the extreme penalty. Capt. BRIDGMAN was ordered State-side on Armistice Day and Lieut. Brooks succeeded him in command of the 22nd Aero Squadron. They remained at Souilly until February 24th, 1918, when they moved to Grand, in the Vosges, to re-form the new 2nd Pursuit Group along with the 28th, 185th and 213th Squadrons.

All hands were busy constructing a new aerodrome at Grand until the longed-for word came in April 1919, for the homeward journey. They then proceeded to Colombey-les-

Belles where Captain BROOKS was assigned to special duty at Orly; with the now Captain TYNDALL taking over command of the 22nd Aero Squadron.

On May 2, 1919 the Squadron left for the embarkation section at Les Mans. The next stop was Brest. Finally, on the 22nd of May, the United States Transport "Louisville" started homeward with the officers and enlisted men of the 22nd on board. A ferry ride to Brooklyn, a train ride to Camp Mills; then Hazelhurst Field where the Squadron demobilization was completed on June 17th, 1919.

The Squadron record (from Aug 15-Nov 11) is noteworthy. In spite of its late start, the Squadron accounted for 46 official conquests in 62 days of the ST. MIHIEL - MEUSE-ARGONNE offensives. Its top ranking ace was Captain JACQUES SWAAB with 10 officially-credited victories. The pilots and crew strove at all times to bring the 22nd to the leadership of the Second Pursuit Group. But all these fine accomplishments were not achieved without loss. The casualties were twelve; two prisoners of war and ten deaths.

Lieuts. TIFFANY and SPERRY were captured, but happily returned later to rejoin their comrades and to tell of their varied experiences as German prisoners. The remaining unfortunate ten found peace and solace only in death.....This then is the story of those WAR BIRDS WHO WERE LOST.....

FIRST DEATH: 2nd Lieutenant VAUGHN R. McCORMICK

On September 12th, Lieut. McCORMICK went out on a patrol. As he returned to the aerodrome he made a very sharp turn close to the ground. As he was going into the wind, all who saw him felt sure he was turning as as to land in the proper manner against the wind. In turning, he lost control of his plane, crashed and was killed almost immediately. It is thought by all that he was returning from a flight in which he had been wounded. He was buried on September 14th, near Evacuation Hospital #1, in France. In June of 1919 his body was removed to St. Mihiel American Cemetery 12 Thiaccourt Meurthe-et-Moselle. He received two official credits for victory over the enemy during his brief flying career.

SECOND DEATH: 1st Lieutenant PHILIP E. HASSINGER

On September 14th, 1918, the second day of the offensive which smashed the St. Mihiel salient, he was flying in battle formation with his patrol, over the German lines when his patrol was attacked by a larger number of German planes and a fight ensued. Lieut. HASSINGER disappeared and no trace has ever been found of him. Those with whom he was associated believe the gas tank in his plane was hit by an explosive bullet. Lieut. HASSINGER destroyed in combat (on September 14th) two enemy planes which were seen to crash. He was officially credited with these two victories.

THIRD DEATH: 1st Lieutenant ARTHUR C. KIMBER

On September 26th, while one of a small patrol, he disappeared and as there was no anti-aircraft fire in the sky at the time, the only explanation of his disappearance given is that he was hit by a direct burst from the American artillery barrage through which his formation was flying. His body has never been found.

FOURTH DEATH: 1st Lieutenant HENRY R. HUDSON

Lieut. HUDSON was lost in action on October 5th. During his association with the Squadron he was officially credited with three aerial victories. His body had never been found. No witnesses to his immediate death.

FIFTH DEATH: 1st Lieutenant JOHN G. AGAR, JR.

On October 20th, Lieut. AGAR went to get his plane where it was lying after having been forced to land. Another officer accompanied him on the operation. He took off, and while climbing, his motor stopped. In turning back to the field from which he had taken off, he

crashed, was severely injured, and died the following day in the hospital. He lies buried in the French Military Cemetery at Savonnières, near Bar-le-Duc.

**SIXTH DEATH: 1st Lieutenant JAMES B. BIGGS**

On October 27th, Lieut. BIGGS took off from the aerodrome at Belrain and his motor stopped. In turning back to the field, his plane fell in a vrille and he crashed, being instantly killed. He lies buried in the French Military Cemetery at Belrain.

**SEVENTH DEATH: 1st Lieutenant JAMES D. BEANE**

Lieut. BEANE was decorated with the Croix de Guerre by the French before he joined the Squadron. On October 30th, he went out on a patrol which, unfortunately, encountered a group of members of the re-organized RICHTOFEN EN CIRCUS, which attacked his patrol and greatly out-numbered it. The CIRCUS was composed of the finest Chasse pilots in the German Air Service, and in combat with them, BEANE was shot down. He is credited officially with six victories, one of which was with the French Air Service. Captain FREDERICK W. ZINN, Air Service, USA, and of the American Military Mission to Berlin, found the remains of Lieut. BEANE'S machine, and his grave near Outhe, and south of the road from Brieuilles to St. Pierremont in the Ardennes.

**EIGHTH DEATH: 1st Lieutenant REMINGTON DeB. VERNAM**

On October 30th, Lieut. VERNAM left on the same patrol with Lieut. BEANE, and was severely wounded. He was reported missing in action and it was not until after the signing of the Armistice that it was learned that Lieut. VERNAM had been taken, mortally wounded, to a hospital at Longwy, where he died a few days after the Armistice. He was wounded in the groin, abandoned by the Germans in the hospital upon the evacuation of Longwy, and was found by the Red Cross upon the occupation by the Allies. He was officially credited with six victories, one of which was won with the French, and he received the Distinguished Service Cross and Citation.

**NINTH DEATH: 2nd Lieutenant EDWARD B. GIBSON**

On November 3rd, Lieut. GIBSON was assigned to a flight sent to bomb Beaumont, located nearly 25 miles behind the German lines. His patrol was attacked by very great numbers and GIBSON was found wounded by bullets, many miles from the town over which the flight had encountered the enemy FOKKERS. It was thought that he was wounded in combat and became unconscious while returning to the lines; or in returning, he was attacked by planes and shot down. He lies buried where he fell, about 15 miles south west of Beaumont.

**TENTH DEATH: 1st Lieutenant HOWARD R. CLAPP**

The last one to fall was Lieut. CLAPP. He was in the patrol of November 3rd in which the Squadron was sent many miles over the German lines; and it was on this patrol that attack was made by planes of three-or-four times greater in number, and Lieut. CLAPP lost his life. No trace of his body has ever been found.

-----  
"Sound, sound the clarion, fill the fife,  
And to a sensuous world proclaim,  
One crowded hour of a glorious life  
Is worth an age without a name."

The crowded hour in the wild skies, with the stars above and the enemy below! The glorious lives they led were eclipsed in their glorious deaths! Do we not envy the both, the living and the dying? The eagerness with which they seized their first opportunity; the spirit with which they trained; the fortitude with which they said "good-bye"; the valor with which they fought; the courage with which they endured; and the glory with which

they died! All their qualities single them out to be loved, admired, envied, and followed. They have left us a message and an example. Today the dead only have the right to rest -- they have earned their honor and rest. If we are not [sic] worthy of them; we will not rest, but take up their work where they left it and strive, hard and always, to do as they did -- and what they would have us do. They died to benefit Humanity. Can we not live for that high purpose? They are looking down on us.

It is with wonder only, or surprise (or is it with regret) to behold that their spirit of exaltation is lost in forgetfulness and in selfishness? The world needed them and they gave every force they had to succor that need. They had hoped that their example would save their country from this moral lapse as the dead of every war must have hoped before them. We who have felt the sting of death must bear our share in the duty of their victory; must resolve to assume the large share of helpfulness in the world which God has given us to perform, and must be ready to take up our sword whenever Duty calls. Thus, only, may we worthily say to them, in the words of JOYCE KILMER to the dead at Rouge Bouquet-----

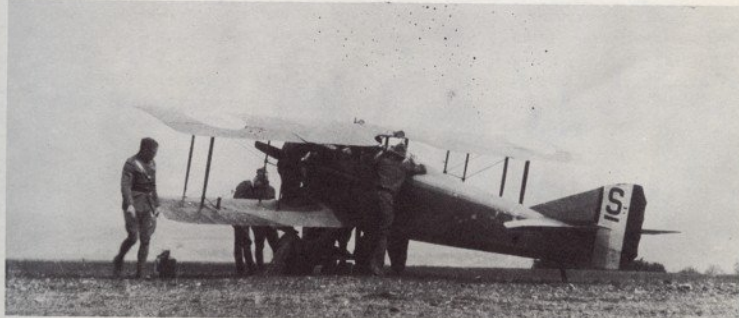
“Farewell, farewell,  
Comrades true, born anew, peace to you,  
Your souls shall be where heroes are,  
Your memory shine like the morning star,  
Brave and dear  
Shield us here, Farewell!”



The 22nd Aero Squadron, France, 1918 ----- before the "Shooting Star insignias were adopted and painted on this SPAD.



Squadron lineup. Capt. BROOK'S plane is in the center, marked "O". He flew Number "20" as his last ship. His other SPADS were numbered in this fashion: "Smith I, II, III, and IV".



Capt. BROOKS makes a forced landing after engine trouble. Now being repaired, the SPAD is ready for take-off and more service at the Front.

(Photos Courtesy of  
Charles Donald )



TOP: Capt. Arthur Raymond Brooks by his SPAD, "Smith IV, No. 20". This machine is now in the Smithsonian.

BOTTOM: Arthur Raymond Brooks at aerial combat school, just after landing --- at Issoudun. Brooks is at extreme right, by cowling.



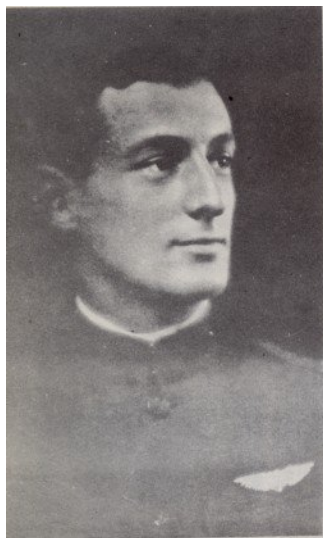
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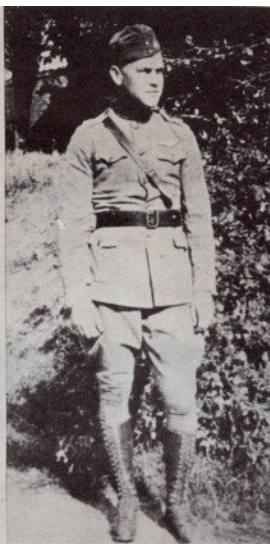


The pilot on the lower right is Henry B. Hudson.





1st LIEUT. JOHN G. AGAR, JR., A.S.



1st LIEUT. JAMES B. BIGGS, A.S.



1st LIEUT. JAMES D. BEANE, A.S.



1st LIEUT. REMINGTON D.-R. VERNAM, A.S.



2nd LIEUT. EDWARD R. GIBSON, JR.



1st LIEUT. HOWARD E. CLAPP, A.S.

# SQUADRON

RAY CLAPLIN BRIDGMAN  
CAPTAIN  
COMMANDING

## HONOR ROLL.

VICTORIES		VICTORIES		LOSSES	
PILOT	DATE F.A.	PILOT	DATE F.A.	PILOT	DATE
LT BROOKS ✓	SEPT 12	LT SWABD		LT PHORMICK KIA	SEPT 12
LT BROOKS	✓	LT JONES	OCT 27	LT HASSINGER	SEPT 14
LT BEANE	SEPT 14	LT SWABD		LT RYDER KIA	SEPT 16
LT TYNDALL		LT BEANE	OCT 29	LT SPERRY (paratrooper)	OCT
CAPT BRIDGMAN	✓	LT LITTLE	OCT 29	LE HUDSON KIA	OCT
LT BEANE	SEPT 12	LT CRISSEY	OCT 29	LT AGAR (head of injuries)	OCT
LT THUSSON	✓	LT TYNDALL	OCT 29	LT BIGGS	OCT 27
CAPT BRIDGMAN		LT RORIZON	NOV 3	LT BEANE	OCT 30
LT THUSSON	SEPT 14	LT SWABD	SEPT 18	LT VESNARY	NOV 3
LT LITTLE		✓	SEPT 18	LT TIFANY (paratrooper)	NOV 3
LT SPERRY	OCT 4	✓		LT QIDSON KIA	NOV 3
LE HUDSON		✓		LT CLARD	NOV 3
LT TYNDALL	SEPT 12	✓			
LT BEANE	SEPT 16	✓			
LT JONES	SEPT 16	✓			
LE THUSSON	SEPT 18	✓			
LT TYNDALL	SEPT 18	✓			
CAPT BRIDGMAN		✓			
LT LAPORE	SEPT 18	✓			
LT BEANE	SEPT 18	✓			
LT SWABD	SEPT 18	✓			
LT JONES	SEPT 18	✓			
LT VERNAM	OCT 10	✓			
LT SWABD	OCT 23	✓			
LT SWABD	OCT 18	✓			
LT JONES	OCT 18	✓			
LT GAYLO	OCT 18	✓			
LT BEANE		✓			
LT JONES	OCT 3	✓			
LT BROOKS		✓			
LT BARN		✓			
LT CRISSEY	OCT 10	✓			
LT SWABD	OCT 27	✓			
LT BEANE	OCT 27	✓			
LT TYNDALL		✓			
LT VERNAM	OCT 29	✓			
LT JONES	OCT 30	✓			
LT SWABD	OCT 31	✓			

Sent 2, 1918 to Mar. 3, 1918  
 46 official interviews  
 was  
 May 21, 1919  
 My friend's  
 "Tired" " " "

Sept 2, 1918 to Nov. 3, 1918

46 official witnesses  
and

May 21, 1919

My <sup>official</sup> victims alone were 4

"Total .. 6  
or something I was putting 7

5' with 22 in 2' with 139<sup>th</sup>  
9 or 10 unofficial tall.



CAPT. ARTHUR RAYMOND BROOKS  
as he appears today.

Squadron Victory Honor List. The pencil notes are those of Capt. Brooks'.

This is one of three Spads flown by Capt. Brooks. Notice squadron insignia and numeral on side of fuselage. This Spad is now exhibited at the Smithsonian Institution, Washington, D. C.



